

## OVERVIEW OF

# The Statewide Drayage Truck Regulation

*Rule to achieve significant emission reductions and protect public health*

In December 2007, the California Air Resources Board (ARB) approved a new regulation to reduce emissions from drayage trucks at California's ports and intermodal rail yards.

**Why is this regulation needed?**

Drayage trucks tend to be older vehicles with little or no emission controls. These vehicles tend to congregate near ports and rail yards and emit large amounts of smog forming oxides on nitrogen (NOx), and toxic soot (Particulate Matter or PM). Nearby communities are more heavily impacted by these emissions which contribute to many adverse health effects, including asthma, cancer, and premature deaths. Reducing emissions from these trucks is necessary to meet federally imposed clean air standards and to reduce adverse health effects – especially to nearby communities.

**What types of vehicles are subject to this regulation?**

There are approximately 20,000 drayage trucks statewide that frequently visit California's ports and intermodal rail yards. The regulation applies to all on-road class-8 diesel-fueled vehicles that visit these facilities regardless of the state or country of origin or the visit frequency. The regulation does not apply to certain types of vehicles including emergency vehicles, military tactical support vehicles, and dedicated use vehicles.

**Who must comply with the regulation?**

The regulation establishes requirements for drayage truck drivers, drayage truck owners, motor carriers that dispatch drayage trucks, port and marine terminals, intermodal rail yards, and port and rail authorities.

**What does the regulation require?**

In general, the regulation requires emission reductions from drayage trucks as well as recordkeeping and reporting to help monitor compliance and enforcement efforts.

The basic responsibilities for each stakeholder are as follows: truck drivers must provide motor carrier contact information to enforcement officers, if requested; truck owners are required to register their trucks in the State administered Drayage Truck Registry (DTR), ensure their trucks meet emission standards by the appropriate deadline dates (see table below), and ensure that emission control technologies are functioning properly; motor carriers must ensure that dispatched trucks are compliant with the regulation, provide a copy of the regulation to truck owners, and keep dispatch records for five years; and terminals are required to collect information from each noncompliant truck entering their facility and report it to their respective port or rail authority, who then reports this information to the Air Resources Board.

**When do truck owner requirements take effect?**

The regulation requires truck owners to register their trucks in the State run Drayage Truck Registry by September 30, 2009. Truck owners are also required to meet emission standards shown in the following table.

Truck Engine Model Year	Emission Requirement Schedule	
	Phase 1	Phase 2
1993 and older	Prohibited by December 31, 2009	
1994 thru 2003	By December 31, 2009, reduce PM emissions by 85%. <sup>1</sup>	By December 31, 2013, meet 2007 engine emission standards.
2004 <sup>2</sup>	By December 31, 2011, reduce PM emissions by 85%. <sup>1</sup>	By December 31, 2013, meet 2007 engine emission standards.
2005 <sup>2</sup> and 2006 <sup>2</sup>	By December 31, 2012, reduce PM emissions by 85%. <sup>1</sup>	By December 31, 2013, meet 2007 engine emission standards.
2007 and Newer	Fully compliant through 2020	

**What are the benefits of the regulation?**

The regulation is projected to provide significant emission reductions that will have a positive air quality impact in California – especially in and around affected ports and intermodal rail yards. Particulate Matter emissions are projected to be reduced by about 2.6 tons per day starting in 2010 and NOx emissions are projected to be reduced by 34 tons per day starting in 2014. Staff estimates that approximately 580 premature deaths would be avoided by 2014 in addition to 17,000 fewer cases of asthma-related symptoms.

**Is incentive money available?**

Incentive funds are available in many areas of the state. Please see the following ARB website for additional information: [www.arb.ca.gov/ba/fininfo.htm](http://www.arb.ca.gov/ba/fininfo.htm).

**For more information**

Please visit our website at: [www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck)

Or call the ARB's drayage truck hotline at 888-247-4821

For individuals with sensory disabilities, this publication can be made available in Braille, large print, audiocassette, or computer disk. For assistance, please contact ARB's Reasonable Accommodation Coordinator at (916) 323-4916 by voice or go to [www.arb.ca.gov/html/ada/ada.htm](http://www.arb.ca.gov/html/ada/ada.htm). TTY/TDD/Speech-to-Speech users may dial 7-1-1 for the California Relay Service.

<sup>1</sup> Compliance methods may include the installation of an ARB verified level 3 Diesel Particulate Filter or operating a truck with an engine that meets or exceeds 2007 emission standards.

<sup>2</sup> Phase 1 requirements for MY 2004-2006 engines are approved but not yet effective. The ARB anticipates an effective date before December 31, 2011 with the above requirements unchanged. Please see the following website for further details: [www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm](http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm).